

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: NE 195th Street/ 120th Avenue NE Corridor Overlay Project</p> <p>For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Transportation 2040 ID#: not applicable- Preservation Priority in T 2040- MPP-T-2</p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Current Transportation 2040 projects may be found at www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some TIP projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s. Some projects may be below the threshold for requiring a Transportation 2040 ID (please refer to www.psrc.org/transportation/t2040/candidate-to-approval-process/ for more information); if this is the case, please indicate "n/a" in the ID # field.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Bothell</p> <p>b. Co-sponsor(s) if applicable: n/a</p> <p>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p>
4	<p>Project contact person: Eddie Low, P.E. – Deputy Public Works Director</p> <p>Address: 9654 NE 182nd Street, Bothell, WA 98011</p> <p>Phone: 425-486-2768</p> <p>Email: eddie.low@ci.bothell.wa.us</p>

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

- a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The project will consist of pavement overlay of approximately 2,800 linear feet of the roadway with Hot Mix Asphalt (HMA) on NE 195th and 120th Ave between east of North Creek Parkway and NE 195th Street to north of 120th Ave NE and NE 195th Street. The project will include milling, subgrade repairs as required, ADA Ramp upgrades, pre-leveling, and the HMA overlay.

- b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Bothell focuses on optimal timing with its preservation efforts to lower the life cycle costs for each roadway in order to develop a more sustainable roadway infrastructure. Currently the PCI for NE 195th Street is 69 and our current PCI for 120th Avenue is 65. NE 195th Street and 120th Avenue are both minor arterials with four lane with a center turn lane or landscape median, bicycle lanes, and sidewalks on both sides. The roadway carries an average daily traffic (ADT) of 23,600. They are major accesses off I-405 to serve the Regional Canyon Park Growth Center and a major direct access from I-405 to the local business parks of Schnitzer, Quadrant and Monte Villa Business Parks in Bothell. NE 195th and 120th are located within the local growth center for Bothell but also serve as an important connecting corridor to the Regional Canyon Park center. They provide for all four modes of travel including vehicle, transit, bicycle, and pedestrian. NE 195th Street and 120th Avenue also connect directly into the North Creek Non-Motorized Regional Trail. In addition, this corridor serves as a direct access for freight to the local business parks and also is a freight corridor connecting to the Regional Canyon Park Center. Over the last several years, the City has made spot repairs and crack sealed this street. These preservation efforts have prolonged the life of the existing infrastructure and allowed for safe travel along the corridor. These preservation efforts have also avoided any major reconstruction of these roadways. With the recently completed King County's Brightwater Portal Facility located adjacent to NE 195th Street, it was necessary and timely to overlay the street. Clearly there are recent observations of pavement stresses an deterioration due to extensive trucking and heavy equipment accessing the Brightwater Portal construction over the last 2 years. This project will include pavement grinding, subgrade repairs as required, ADA ramp upgrades, pre-leveling and HMA overlay. With the completion of the proposed overlay, the proposed preservation project is a highly cost effective investment to ensure this critical arterial serving the growth centers will continue to function properly to sustain mobility for both people and goods.

6	<p>Project location: King County</p> <p>Answer the following questions if applicable:</p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NE 195th Street east of North Creek Parkway</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): North of the Intersection of 120th Avenue NE and NE 195th Street</p>	
7	<p>Map: Please include a legible project and vicinity map, if available. Maps may be attached to the email and submitted along with the application.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at (206) 971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. <p>For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</p>	
	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population"</p> <p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population"</p> <p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input checked="" type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

PLAN CONSISTENCY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to www.psrc.org/growth/planreview or contact Jeff Storrar at (206) 587-4817 or jstorrar@psrc.org.

- 9** The questions in this section must be answered by all applicants. Information on the current certification status of a local plan is available on the PSRC's web site at www.psrc.org/growth/planreview/statusreportppr/.
- a. Is the project specifically identified in a local comprehensive plan?
- ☒ Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
Imagine Bothell, Transportation, Figure TR-6
- ☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.
- b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.
- ☐ The project is located outside the designated urban growth area.
 (Refer to Map of Urban/Rural Boundaries at www.psrc.org/assets/468/fedaidmap.pdf for more information.)
- ☒ The project is located within the designated urban growth area.
- ☐ The project is located within one or more formally designated regional growth or manufacturing/industrial centers. (Please identify the center(s) in the space below; refer to www.psrc.org/growth/centers or see Section VII for a copy of the PSRC regional centers map).

COUNTYWIDE PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the “2012 Countywide Project Evaluation Criteria for PSRC’s FHWA Funds” (Section IV.a. of the Call for Projects) for guidance, examples, and details on scoring before completing these sections of the application. Note that “Centers” are those identified in local jurisdiction/agency comprehensive plans and transit agency plans.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, C or D.
- Part 2: For all projects except Preservation Projects, complete all three sections in Part 2 (sections E, F, and G). For Preservation Projects, complete sections F and G in Part 2.

Part 1: Category Specific Questions

10. Select one of the following categories that best fits your project and follow the corresponding instructions:

☐ Regional or Locally Designated Center: Complete section A and proceed directly to Part 2.

☐ Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.

This category is best suited for projects located within a designated manufacturing/industrial center.

☐ Corridors Serving Centers: Complete section C and proceed directly to Part 2.

This category is best suited for projects located on a corridor serving one or more designated centers.

☒ **Preservation Project:** Complete **section D** and proceed directly to Part 2.

A. Designated Centers

Not Applicable.

B. Manufacturing/Industrial Centers

Not Applicable.

C. Corridors Serving Centers

Not Applicable.

D. Preservation Project

Instructions: Complete this section (questions 18-25) if you selected “Preservation Project” in question 10, and then proceed directly to Part 2. Do not complete Sections A, B or C.

Transportation 2040 commits, as a top priority, to funding the maintenance, preservation and operation of existing infrastructure in a safe and usable state. These highly cost-effective investments help to ensure that current assets continue to function properly to sustain mobility for both people and goods. Pavement represents one of the largest capital investments by local governments. Investing in arterial preservation programs at the appropriate time in an asset’s lifecycle prevents more costly rehabilitation and reconstruction projects in the future.

The PSRC’s Transportation Policy and Executive Boards recognized the importance of preservation and recommended that 25% of the total estimated amount of STP funds be set aside for preservation grant program. The Boards directed that these funds be distributed through the countywide processes. The purpose of this preservation set-aside is to address emergent issues of declining revenue for local jurisdictions and increased project costs. The recommendation includes regional guiding principles to be followed by each countywide process, to address among other things maintenance of effort and fairness. The impact of this new preservation set aside will be reviewed by the PSRC for its effectiveness and its impact on the overall pavement conditions of the region’s arterials.

A total of \$13.5 million is available in King County for the Preservation program. Agencies are limited to three proposals per agency and a maximum request size of \$1.5 million per proposal.

Projects will be evaluated and scored based on the information provided by the project sponsor to the following questions

Level of Effort

18. Level of Effort. Each agency that chooses to submit a proposal into the Preservation Program must provide information on its “Level of Effort” to maintain and improve its system wide Pavement Condition Index (PCI) scores¹. The information to be provided by a project sponsor will be based on the averaging of project sponsor’s reported PCI for 2006, 2008, and 2010.

The PCI Table shows the average PCI scores for the jurisdictions in King County and groups the scores into three categories:

- A system-wide average PCI score of 70 – 100 indicates the overall arterial system is in good condition
- A system-wide average PCI score of 50 to 69 indicates the overall arterial system in a average condition
- A system-wide average PCI score of 49 or less indicates an overall arterial system in poor condition

Using the PCI table below, select the category your agency’s system-wide PCI falls within and provide the requested information.

¹ The average city PCI information is derived from three *Washington’s City Arterials Condition Reports* published in 2006, 2008, and 2010. The Washington State Department of Transportation (WSDOT) Highways and Local Programs Division publishes this report on a biennial basis. RCW 46.68.113 requires cities and towns to report to the state, city arterial preservation rating information on a biennial basis.

- 1) ☒ If your jurisdiction's average PCI score is between 70 – 100, your overall arterial system is in good condition and you are not required to provide any documentation on your "level of effort" in maintaining your arterial system.
- 2) ☐ If your jurisdiction's average PCI score is in the range of 50 – 69, your overall arterial systems is in average condition and you are required to provide a short narrative (2 page maximum) on your agency's efforts to maintain or improve your jurisdiction's average PCI. Examples of information to be included are:
- A short narrative on your jurisdiction's preservation efforts.
 - Existing and forecasted preservation budget information.
 - Policy support for your city's preservation program.
 - If you have a pavement management program², please provide a short description of your program. If you use a pavement management software package, please provide a name of the software package you use.
- 3) ☐ If your jurisdiction's average PCI score is 49 or less, it is an indication that the overall condition of your arterial system is in poor condition and you are required to provide a short narrative (2 page maximum) on how you will improve your jurisdiction's average PCI. Examples of information to be included are:
- A short narrative on your jurisdiction's preservation efforts.
 - Existing and forecasted preservation budget information.
 - Policy support for your city's preservation program.
 - If you have a pavement management program, please provide a short description of your program. If you use a pavement management software package please provide a name of the software package you use.

² A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist the decision makers in finding optimum strategies for maintaining pavements in serviceable condition over a given period of time for the least cost.

King County PCI Scores By Jurisdiction

Jurisdiction	2006, 2008, 2010 Average PCI	
Hunts Point	91	Average or 2010 PCI = 70 to 100
Duvall	81	
Beaux Arts Village	81	
Kent	80	
Federal Way	80	
Sammamish	79	
Redmond	79	
Kenmore	78	
SeaTac	78	
Medina	77	
Bellevue	77	
Mercer Island	76	
Des Moines	74	
King County	74	
Maple Valley	73	
Bothell	72	
Clyde Hill	71	
Auburn	69	Average or 2010 PCI = 50 to 69
Shoreline	69	
Issaquah	69	
Burien	69	
Seattle	68	
Normandy Park	64	
Tukwila	64	
Algona	63	
Kirkland	62	
Renton	62	
Lake Forest Park	61	
Yarrow Point	61	
Black Diamond	61	
Covington	60	
Newcastle	59	
Woodinville	57	
Enumclaw	55	
Skykomish	37	Average or 2010 PCI = 49 or Less
North Bend	49	
Snoqualmie	47	
Milton	45	
Pacific	44	
Carnation	none available	

 Missing data for 1 or more years

 Weighted PCI 70 - 100

 Weighted PCI 50 - 69

 Weighted PCI 0 - 49

1. Cities' Arterial PCI data from 2006, 2008, and 2010 *Washingtons City Arterials Condition Reports*
2. County Data from CRAB report submissions for 2007, 2008, and 2010

Roadway Characteristics

19. Pavement Condition Index (PCI): Select the PCI range for the specific roadway segment for which you are requesting funds. Please use the most recent information available to you.

- ☐ PCI 70 to 100
- ☒ **PCI 60 to 69**
- ☐ PCI 50 to 59
- ☐ PCI 40 to 49
- ☐ PCI 39 to 0
- ☐ Don't know

20. Truck route Classification: The Washington State Freight and Goods Transportation System (FGTS) is a classification of state highways, county roads, and city streets according to the average annual gross truck tonnage they carry. The FGTS provides an estimate of the highways and roadways most heavily used by trucks. WSDOT's most recent update of the FGTS occurred in 2009.

Select the FGTS classifications for the roadway segment for which you are requesting funds. If the roadway segment has more than one FGTS classification, please use the FGTS Classification that has most lane miles. The following link will take you to the current FGTS maps <http://www.wsdot.wa.gov/Freight/FGTS/Maps.htm>.

- ☐ T-1 – More than 10 million tons per year
- ☐ T-2 – 4 million to 10 million tons per year
- ☐ T-3 – 300,000 to 4 million tons per year.
- ☐ T-4 – 100,000 to 300,000 tons per year.
- ☒ **T-5 – at least 20,000 tons in 60 days.**
- ☐ Not classified

21. Transit Service Characteristics: Number of daily weekday transit trips on the roadway segment for which funds are being requested (one direction).

Select the category based on the number of daily weekday transit trips on the specific roadway segment where funding is being requested.

- ☐ High transit service - ≥ 85 daily trips per weekday
- ☒ **Medium transit service – 20-84 trips per weekday**
- ☐ Low transit service – 8-19 trips per weekday
- ☐ None

If you need assistance on determining the transit trips on the specific roadway segment where funding is being requested, please contact Paul Takamine at paul.takamine@kingcounty.gov or at (206) 684-1417.

22. Support for Centers: Since 2002, the adopted policy guidance has been to direct PSRC funds to support centers and the corridors that serve them. VISION 2040, adopted in 2008, reaffirms this policy guidance of supporting centers with PSRC's federal funds. The PSRC Executive Board elected to maintain the policy focus of support for centers and the corridors that serve them. The countywide processes definition of centers is defined as regional growth and manufacturing/industrial centers, and town centers and other locally identified centers. (See Section VII. for the regional growth and manufacturing/industrial centers map)

Select one of the following categories that best fits your project.

- ☒ **Within or connecting to a designated Regional Growth Center/ Manufacturing/Industrial Center. Refer to the PSRC Regional Centers Map in Section VII.**
- ☐ Within or connecting to a designated local center as identified in your adopted local comprehensive plan.

23. Jurisdiction's Pavement Preservation Level of Effort:

- a. Does your agency have a pavement management program? Yes ☒ No ☐
- If yes, provide a short description (two page maximum) of your jurisdiction's pavement management program.
 - A pavement management program is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data, to assist decision makers in finding optimum strategies for maintaining pavement in serviceable conditions over a given period of time for the least cost.
 - If you use a pavement management software package to support your pavement management program, please provide the name of the software package you use.

The City of Bothell's Pavement Management System (PMS) Program consists of maintaining a data base of the roadway infrastructure and its condition. This data base is used to determine the appropriate timing and treatment for maintenance, rehabilitation, and reconstruction (MR&R). This has been a very valuable

management tool for Public Works Department staff to manage the on-going demands for addressing a programmatic method of preserving and addressing pavement deterioration and pavement failures experienced with the continued reduction of revenues dedicated to compete for roadway preservations and other needs in the City. A walking field survey of the street surface conditions is conducted every three to five years by a consultant in order to keep the data base up to date. In addition, city staff and operations provided periodic updates of areas where newly overlay, patching and repairs were performed. The MTC software is used to manage the street condition data. This data is used in conjunction with Bothell's GIS data to provide maps showing the condition of each street. These maps provided current information to the engineers and others like elected officials, the public, and other staff members, on pavement conditions and needs identified from the City's Pavement Management System (PMS). Candidate streets requiring resurfacing or rehabilitation are identified and selected for treatments on an annual basis using the City's PMS. Bothell focuses on optimal timing with its preservation efforts to lower the life cycle costs for each roadway in order to develop a more sustainable roadway infrastructure.

The City has allocated increase funding for upkeep and maintenance of the City's PMS Program to allow update of pavement ratings once every 2 years (update pavement ratings of all City streets in King County the first year and follow with update of ratings of streets in Snohomish County of Bothell in the second year. The City is working towards a goal to obtain green roads certification for specific roadway project. Increasing efforts in maintenance of the PMS at this level will meet one of the sustainability best practices, called "credits," that will gain green roads certification.

- b. Using the PCI Table provided in the Level of Effort section, select the Systemwide Pavement Condition Index category for your jurisdiction

☒ Systemwide PCI greater than 70

☐ Systemwide PCI of 65 - 69

☐ Systemwide PCI of 60 - 64

☐ Systemwide PCI of 63 – 51

☐ Systemwide PCI of 50 – 0

- c. ☒ Check below if your agency has dedicated revenues for pavement and maintenance projects in your jurisdiction.

24. Local Match Percentage: Select the local match percentage category that matches the local contribution for specific project for which funds are being requested. The minimum local match required is 13.5%.

☐ Local match - 13.5% to 18%

☐ Local match - 19% to 24%

☐ Local match - 25% to 30%

☐ Local match - 31% to 35%

- ☐ Local match - 36% to 40%
- ☐ Local match - 41% to 44%
- ☐ Local match - 45% to 49%
- ☒ **Local match \geq 50%**

25. Incentive/Innovation - Project sponsors are encouraged to provide information in this application if their projects include any incentives or innovative elements. The Incentive/Innovation section will not receive any points but information may be used during the evaluation process. Examples of incentives and innovation include:

- Beyond standard practice
- Economies of scale
- Cutting edge technology/state of the art
- Asset Management Plan
- Fund swap (federal for local dollars)

The City is currently working with King County to join with County to do City's annual pavement preservation program. City is finalizing the interlocal agreement amendment with King County to take advantage of the economy of scale involved with doing a larger contract through King County. City has been working to include this year's roadway preservation work with King County and will do the same in the future years including this project for next year. This partnering also allows for the sharing of knowledge, experience, and resources.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, C, or D in Part 1 has been completed, complete all of Part 2 (questions 26-30). **For Preservation Projects, do not complete Section E.**

E. Air Quality and Climate Change

26. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment included in the project, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes (e.g. HOVs) or types of vehicles (e.g. transit buses or freight trucks)?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

New pavement overlay will provide a much smoother driving surface for cars, buses and trucks. While air quality benefits are minimal, it does results in less friction, wear and tear on tires, reduces fuel consumption and vehicular gas emissions. With improved roadway surface and connections to the regional North Creek Trail, it encourages bicyclists and pedestrians to use the trail. Other improvements related to ADA ramps retrofit will encourage pedestrians to walk and have better access to the transit bus stops to get to the employment centers and also access to the regional North Creek Trial. This preservation project will encourage non motorized uses and increase public health and reduce vehicular trips on the roadways.

F. Project Readiness/Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project’s financial plan and readiness to obligate PSRC funds. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC’s federal funds will complete the project or a phase of the project.

For assistance completing this section, contact Larry Burris at (206) 464-5301 or lbarris@psrc.org.

27. Financial Plan

Identify the source and amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation year. Per PSRC’s project tracking policies adopted in April 2010, if awarded PSRC’s FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. The 2012 project selection process is distributing FFY 2013-2014 funds; per policy, estimated

obligation year must be either 2013 or 2014. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

27a. Select only one funding source below, STP or CMAQ.

☒ STP

☐ CMAQ

27b. Identify the amount requested by phase, and identify the estimated year of obligation (2013 or 2014).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Construction	\$350,000	2013
[select phase]		
[select phase]		

27c. Identify the project phases that will be fully completed if requested funding is obtained:

Federal funds request is for construction only and construction is expected to start in summer of 2013.

27d. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from King County website.

Attach the completed spreadsheet, along with this application, and submit via email to 2012kegrantcompetition@kingcounty.gov by the deadline of 5:00 p.m. May 11, 2012. The Project Budget and Schedule spreadsheet form may be downloaded at <http://www.kingcounty.gov/transportation/kcdot/PlanningandPolicy/RegionalTransportationPlanning/2012KCountywideCFP.aspx>

28. Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

28A. If funds are requested for Right of Way:

28 A-1: What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? **No**
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS) ☐
 - Environmental Assessment (EA) ☐
 - Documented Categorical Exclusion (DCE) ☐
 - **Categorical Exclusion (CE)** ☒
 - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. **March 2013**
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? **No**
 - If not, when is this milestone scheduled to be complete? **Not Applicable**
 - When are Preliminary Plans expected to be approved? **March 2013**
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. **N/A**

28A-2: What is the status of Right of Way?

- How many parcels do you need? **None**
- What is the zoning in the project area (e.g., commercial, residential, etc.)? **Commercial**

- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. **N/A**
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? **N/A**
- If not, when do you expect a consultant to be selected, under contract, and ready to start? **N/A**
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

29. If funds are requested for Construction:

Complete sections 28A-1 and 28A-2 above.

29B-1: What is the status of the milestones for the construction phase?

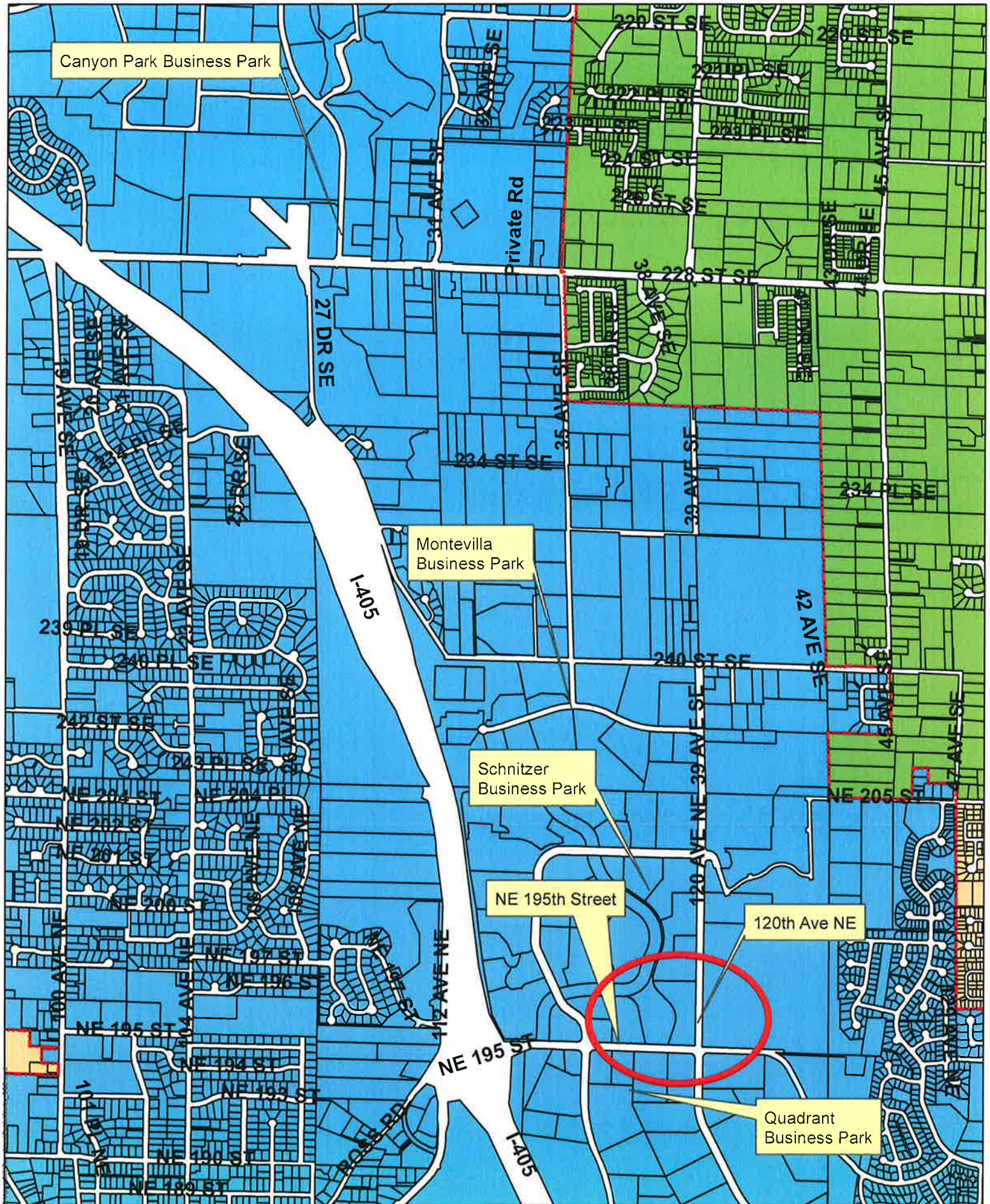
- Do you have an Engineer's Estimate? Please provide a copy if available. **No**
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. **NEPA(CE), SEPA, City of Bothell ROW Permit**
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. **March 2013**
- When is the project scheduled to go to ad? **June 2013**

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

G. Other Considerations

30. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations. Per PSRC Board direction, we are conducting research into innovative programs and concepts in the region and throughout the country, and will report back to the Board for potential ideas for an Innovations Program in our region in the future.

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.



Legend

- Bothell City Limit
- City of Bothell Parcels
- KingCountyParcel
- SnoCountyParcel

Vicinity Map NE 195th Street /120th Avenue NE Corridor Overlay Project

The City of Bothell delivers this data (map) in an AS-IS condition. GIS data (mxd) are produced by the City of Bothell for internal purposes. No representation or guarantee is made concerning the accuracy, currency, or completeness of the information provided.

Map Prepared by RB
April, 2012



0 250 500 750
Feet



City of Bothell

PSRC's 2012 STP/CMAQ Countywide Process Screening Form

Due date: Completed screening forms should be submitted along with your full countywide application packet by the deadline assigned in your countywide Call for Projects. Each countywide chair will then submit all screening forms to PSRC.

Who should complete this form? This screening form must be completed for all projects submitted in countywide processes to compete for PSRC's STP/CMAQ funds. *Please ensure that any projects submitted after the countywide process deadline also have a completed screening form sent to PSRC.*

Why is this form being requested? PSRC staff will screen all projects to help ensure minimum requirements have been met. If potential problems are identified, staff will be able to follow up with sponsors BEFORE countywide funding recommendations, to avoid possible complications after recommendations have been made.

1	Project title: NE 195th Street /120th Avenue NE Corridor Overlay Project For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Transportation 2040 ID#: PreservationPriority in T 2040- MPP-T-2 In order to be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf . For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.
3	Sponsoring agency: City of Bothell Co-sponsor(s) if applicable: n/a Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If not, which agency has agreed to serve as your CA sponsor?
4	Project contact person: Eddie Low, P.E. – Deputy Public Works Director Address: 9654 NE 182nd Street, Bothell, WA 98011 Phone: 425-486-2768 E-Mail: eddie.low@ci.bothell.wa.us
5	Project description. Please be as clear and concise as possible, but include all elements included in the scope of work. The Roadway Preservation project will recondition approximately 1,800 linear feet of existing Hot Mix Asphalt (HMA) on arterial streets located in King County and identified as NE 195th /120th between east of North Creek Parkway and NE 195th Street to north of 120th Ave NE and NE 195th Street. The preservation will include milling, subgrade repairs as required, ADA Ramp upgrades, pre-leveling, and the HMA overlay.
6	Project location: NE 195th /120th Avenue a. County(ies) in which project is located: King Answer the following questions if applicable: b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NE 195th Street east of North Creek Parkway c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): North of the intersection of 120th Ave NE and NE 195th Street

<p>7</p>	<p>Federal functional classification code: Please select <u>only one</u> code using the table below. For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects. <table border="1" data-bbox="162 478 1524 1092"> <thead> <tr> <th data-bbox="162 478 857 567"> Rural Functional Classifications "Under 5,000 population" </th> <th data-bbox="857 478 1524 567"> Urban Functional Classifications "Over 5,000 population" </th> </tr> </thead> <tbody> <tr> <td data-bbox="162 567 857 1092"> <p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> </td> <td data-bbox="857 567 1524 1092"> <p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input checked="" type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> </td> </tr> </tbody> </table>		Rural Functional Classifications "Under 5,000 population"	Urban Functional Classifications "Over 5,000 population"	<p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input checked="" type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>
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<p>8</p>	<p>a. Is the project specifically identified in a local comprehensive plan?</p> <p><input checked="" type="checkbox"/> Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found: Imagine Bothell, Transportation, Figure TR-6</p> <p><input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.</p>					
<p>9</p>	<p>What is the PSRC Funding Source being requested? Choose only one: STP <input checked="" type="checkbox"/> CMAQ <input type="checkbox"/></p> <p>Will the PSRC funds complete the project or a phase of the project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>					

Project Budget and Schedule

Complete all entries below; identify sponsor and title

Project Sponsor:	City of Bothell
Project Title:	NE 195th Street/120th Avenue NE Corridor Overlay Project

Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: <input type="text"/>
Planning				
Planning				
Planning TOTAL: \$			-	
Preliminary Engineering / Design	Local	Secured	\$ 43,000	Estimated Phase Completion Date: <input type="text" value="2013"/>
Preliminary Engineering / Design				
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL: \$			43,000	
Right of Way				Estimated Phase Completion Date: <input type="text"/>
Right of Way				
Right of Way				
Right of Way TOTAL: \$			-	
Construction	Local	Secured	\$ 350,000	Estimated Phase Completion Date: <input type="text" value="2013"/>
Construction	PSRC	Secured	\$ 305,000	
Construction				
Construction				
Construction				
Construction TOTAL \$			655,000	
Other				Estimated Phase Completion Date: <input type="text"/>
Other				
Other TOTAL: \$			-	
TOTAL Estimated Project Cost, All Phases: \$			698,000	Estimated Project Completion Date: <input type="text"/>

Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

2012 - 2017 Six-year Transportation Improvement Program (TIP)

Sheet 10

http://www.ci.bothell.wa.us/Site/Content/Public%20Works/Transportation%20Issues/2012_TIP/2012_17_TIP_ProjectSheets_ALL.pdf

Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Vicinity Map NE 195th Street /120th Avenue NE

Corridor Overlay Project

